/18 cont./

788 *795 to it out of curiosity, but do not fail to be touched by the strength and cohesion of Muridism, and sometimes some of them become disciples of Amadou Bamba.

Besides, the repercussions of the pilgrimage go beyond the bounds of Touba and the brotherhood. The local press, the [204] [207] official information services, and Radio-Dakar attend and participate in it. Radio reporting, newspapers, and films spread sonorous echoes and vivid images of the Magal, not only throughout the Territory, /19/ but throughout the Federation, and this contributes no little toward increasing the glory and prestige of the brotherhood and its leaders in Senegal.

793 *795 If the Magal has assured this character and this importance, it is thanks to the present head of the brotherhood, Falilou M'Backé, and, reciprocally, the aspect thus assumed by this pilgrimage has been one of the elements which have established the second Caliph at the head of the brotherhood.

Actually, at the time of his nomination as Caliph-general, he had to overcome the opposition of his nephew, Cheikh M'Backé, son of Moustapha (who aspired to succeed the latter as he had succeeded his father, Amadou Bamba), whom the council of the Murids had removed from the succession for his benefit.

By directly tying again the tradition of the Magal to the first intentions of Amadou Bamba, he brought about the unity of the Murids around himself.

He has also devoted himself to the building of the mosque, to which he applies all his attention. Not only does he collect for this purpose considerable sums at the time of the Magal, but he also seizes every opportunity to make collections or to have collections made for the benefit of this work. In particular he [533] has his representatives organize throughout the territory night sessions of religious singing in the course of which funds for the mosque are collected.

Thus he has appeared, in the eyes of the Murids, less as the successor to Amadou Moustapha than as the direct continuater

/426 cont./

*511 352 lists is the bed (1). In nearly all of the African lodgings we

1. The 13.3% of the cultivator, No. 32, arose from the purchase of a cart and a horse.

find at least a bed, but there is rarely one for everyone. And [319] to sleep in a bed has become the best proof that one can give of his acclimatization to the city.

If the income is higher, one may be able to buy more important pieces of furniture. Then, in the order of their urgency, the armchairs, the rugs, and then the tables and wardrobes appear.

*511 Then we come to the rubric "Exceptional Expenses," those for which no absolute necessity is felt. Moreover they are rarer at the top of the table, only three, and then they multiply (Table XIV).

[405] [301] [493] [207] [301] The first thing that we find here is the watch or the alarm clock, closely followed by the jewelry of the wife or wives. There follow, but only in the highest incomes, the bicycle, or, depending on the possibilities, the bicycle with a motor on it or the motorcycle, then the battery radio. There is nothing very original in all this, and, except perhaps for the importance given to the jewelry of the women, we would find similar pretensions among European families having equivalent incomes.

*511 794 [771] In the last table (Table XV) 1/1 we have grouped a series of expenses that have a common origin, the religion of the families investigated, all Moslems except one. Two Moslem holidays are involved, Tabaski and Korité, religious assessments, /427/ /Table XIV appears here/ /428/ offerings to the marabouts, and, finally, expenses arising from sending children to the Koranic school.

*511 796 For Tabaski, each family slaughters a sheep. There 1/1 [See cat 116, pp 69-71. ANALYST]

/190 cont./

511 Nevertheless, ingenuity and mutual helpfulness make up for
207 the poverty of the equipment, and if one comes across well over 10% of owners of radio sets, it is because in a number of cases the owner attaches his radio to the current which comes into the house of his immediate -- or distant -- neighbor.

364 A very serious inconvenience, as much from the point of
514 view of hygiene as from the point of view of comfort, results from the total absence of sanitary equipment. Without doubt, an enclosure on the parcel has its particular spot, but this little corner cannot serve everyone, and for those who are on the edge of the agglomeration it is the bush which serves as a comfort station; for the others whose parcel is located far from the outskirts it is the vacant land within Pikine. This state of affairs is unfortunate for many reasons: first of all, for a good many inhabitants it is a veritable expedition, in a word, to go to the toilet; one can imagine what this means for the old people or for the sick. Besides, it is unhealthy, and to get an idea of this it will suffice to go out one winter evening after a tornado and breathe this nauseous odor which the wind blows from the vacant land over the rest of the agglomeration (1).

1. At the beginning of 1961 the public authorities undertook the construction of several groups of "showers" in 12 places. One can only wish for the extension of the anticipated program and its rapid completion.

[515] [653]

511 In the districts, while all are not the owners of a
364 septic tank, the situation is better. Only 12% of the homes
354 are counted as not having either water, electricity, or w.c.,
312 12% have electricity in addition to w.c. without a water line in the concession, 21% have water and electricity, and the remainder, some 34%, have complete modern equipment.

[331] It should also be noted that the Office de l'Habitat no longer builds structures without a septic tank in its subdivisions.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

132 hand, in September at Ziguinchor, for example, the midday mean rises as high as 48 miles, although at that time of year interference from cloud is greatest. Whatever the season, conditions are better at midday and in the evening than in the morning.

Temporary deterioration is caused by sand storms, fog, bush fires, and rain. The first occur during December and January over dunes such as those in Fouta and Ferlo. In them visibility may drop to less than 100 yards and the ensuing haze persists for several days over large areas. Fog is common before and after the rains and is to be expected over the southern estuaries at any time of the year when winds are light. It rarely extends above 500 feet or lasts after 9.00 a.m. Between February and April there is local interference from the smoke of bush fires, which rises 2,000 or 3,000 feet. In the wet season heavy rain naturally causes temporary deterioration. At this season also low cloud often blots out the tops of the spurs of Fouta Jalon.

Swell and Surf

133 Details of swell at Dakar are given in Appendix II, and they may be taken as typical of conditions along the whole of the coast of the colony. On beaches farther north there is slightly more north-westerly swell and on those to the south rather more from the south-west. Heavy seas are rare.

Surf, on the other hand, is everywhere heavy. On exposed beaches south of Cape Verde, for instance, rollers sometimes curl in 30 feet of water and break in a depth of 10 feet. Surf is especially dangerous at the mouths of estuaries when a strong ebb-tide is running.

Meteorological Services

654 Dakar is the chief meteorological station in French West Africa, and St. Louis, Tambacounda, and Ziguinchor are also fully equipped for recording both surface and upper air conditions. Their reports [207] are included in the synoptic broadcasts from Dakar, which cover the whole of the west coast. Secondary stations are at Bambey, Kaolack, Linguéré, Podor, and Thiès, whose reports are also included. Twenty-six other places record rainfall.

5. VEGETATION

137 Most of the colony falls within two of the main vegetation zones. To the north there is the thornland, while to the south the zone of grass-woodland has two subzones, the Sudan and the Guinea, and

22:Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 37

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Route	*Service*
Thiès–M'Bour–Joal	Thiès–M'Bour: twice each weekday; M'Bour–Joal: 4 days a week 1 November to 30 June only.
St. Louis–Dagana–Matam–Kidira	Twice a week 1 December to 30 June. Journey time: 30 hours.
Ziguinchor–Sedhiou–Kolda	Dry season: daily. Wet season: as practicable and as required. Journey time: 7½ hours. Occasional extensions to Tambacounda.

SIGNALS

Cables

206 Dakar is connected by cable to Conakry, Fernando Noronha (Brazil), Casablanca, and Brest. In 1939 to send a message to France cost 11·70 francs (*1s. 4d.*) a word.

Telegraphs and Telephones

Telegraph lines run alongside the railways and the following roads:

St. Louis–Dagana–Matam–Bakel–Kidira.
Thiès–M'Bour–Joal–Fatik–Bambey.
Tambacounda–Diabougou–Médina Pakan–border of French Guinea.
Diabougou–Kolda–Sedhiou–Bignona–Ziguinchor.
Bignona–Bathurst (the Gambia).

There are also connexions across the Senegal into Mauritania. The colony has more miles of telephone line than all the others combined. Lines are laid alongside the following roads: Dakar–Thiès–St. Louis; Thiès–Diourbel–Kaolack; Rufisque–M'Bour–Joal–Fatik–Kaolack; and Ziguinchor–Bignona–Sedhiou–Kolda. The standard of efficiency is low.

Wireless

207 There are stations at Dakar, Kaolack, Ross, St. Louis, Tambacounda, and Ziguinchor, of which Dakar is the only one to do any broadcasting. Details are given in Table VII. In 1939 radio-telegrams to France cost 9·75 francs (*1s. 1d.*) a word.

[206]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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TABLE VII. *Wireless Stations*

Station	*Approx. position*	*Wave-length: long, medium, or short*	*Power in kilowatts*	*Owner and remarks*
Dakar	14° 42′ N. 17° 25′ W.	9 short	Unknown	Naval station. Services with Casablanca, Fort de France, and Toulon; also with flying-boats.
Dakar	14° 40′ N. 17° 27′ W.	3 medium 22 short	20·0 5·0 1·0 0·5 0·2 and unknown	Coast, commercial, and broadcasting stations with service to France, French colonies, and the interior. Broadcasting at 0·35 kW. midday and in the evening, except for one station at 0·2 kW. Meteorological bulletins.
Dakar Aéradio and Aérogonio	14° 42′ N. 17° 28′ W.	4 medium 5 short	2·0 0·6	Aeronautical and direction-finding station.
Kaolack	14° 07′ N. 16° 07′ W.	3 short	0·1	Commercial station. Interior service.
Kaolack Aéradio	14° 07′ N. 16° 07′ W.	2 medium 4 short	0·1	Aeronautical station.
Ross	16° 14′ N. 15° 49′ W.	2 short	0·01 0·01	Commercial station. Interior service.
St. Louis	16° 00′ N. 16° 31′ W.	5 short	0·25 0·05 0·02 and unknown	Commercial and military station. Interior service.
St. Louis Aéradio	16° 00′ N. 16° 31′ W.	2 medium 5 short	1·0 0·5 and unknown	Aeronautical and direction-finding station.
Tambacounda	13° 46′ N. 13° 41′ W.	3 short	0·1 0·08	Commercial station. Interior service.
Tambacounda Aéradio	13° 46′ N. 13° 41′ W.	2 medium 4 short	0·1	Aeronautical station.
Ziguinchor	12° 32′ N. 16° 21′ W.	3 short	0·02	Commercial station. Interior service.
Ziguinchor Aéradio	12° 32′ N. 16° 21′ W.	1 medium 3 short	0·1	Aeronautical station.